

ADDENDUM #1 – Fatigue Crack Repairs to the I-20 Bridge over the Pearl River

Date: February 10, 2014

Project Number: IM-0020-01(186)/104877-301000

County: Hinds County

Project Description: Provide engineering/construction services to perform a limited inspection, repair fatigue cracks, and remove welds from fatigue prone connections on the I-20 Eastbound and Westbound bridges over Pearl River – Hinds County.

Dates Published in Clarion Ledger: January 15th and 22nd, 2014

From: Scot Ehrgott, P.E. – MDOT Director of Consultant Services

Statement of modifications:

The purpose of this addendum is to make the following changes:

1. Page 12, Part 2, Section II.C reads in part as stated below:

“...**Project Manager:** MDOT prefers that the CONSULTANT’s Project Manager be on the permanent staff of the prime CONSULTANT. The Project Manager should be licensed as a [Mississippi Professional Engineer](#) and have a minimum of ten (10) years of experience with fatigue retrofits on highway bridges. The CONSULTANT should include proof that the Project Manager is licensed as a [Mississippi Professional Engineer](#). The Project Manager should have full authority over all field personnel and is responsible for all repairs.

Inspection Team Leader: The inspection team should be led by an NBIS certified team leader (Inspection Team Leader) who has successfully completed the NHI 130078 “Fracture Critical Inspection Techniques for Steel Bridges” course and is a [registered professional engineer in the State of Mississippi](#). The CONSULTANT should provide proof of completion of this course along with proof that he or she is licensed as a [Mississippi Professional Engineer](#).

Quality Control Manager: The Quality Control Manager cannot be the Project Manager or individual making repairs. The Quality Control Manager should be a licensed [Mississippi Professional Engineer](#) with a minimum of five (5) years experience in fatigue retrofits on highway bridges and is preferred to be an employee of the prime CONSULTANT. The CONSULTANT should provide proof that he or she is licensed as a [Mississippi Professional Engineer](#). The Quality Control Manager should be primarily located on the project site. ...”

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This part of the section shall be revised to read as stated below:

“...**Project Manager:** MDOT prefers that the CONSULTANT’s Project Manager be on the permanent staff of the prime CONSULTANT. The Project Manager should be licensed as a Professional Engineer and have a minimum of ten (10) years of experience with fatigue retrofits on highway bridges. The CONSULTANT should include proof that the Project Manager is licensed as a **Professional Engineer**. The Project Manager should have full authority over all field personnel and is responsible for all repairs.

Inspection Team Leader: The inspection team should be led by an NBIS certified team leader (Inspection Team Leader) who has successfully completed the NHI 130078 “Fracture Critical Inspection Techniques for Steel Bridges” course and is a **registered professional engineer**. The CONSULTANT should provide proof of completion of this course along with proof that he or she is licensed as a **Professional Engineer**.

Quality Control Manager: The Quality Control Manager cannot be the Project Manager or individual making repairs. The Quality Control Manager should be a licensed **Professional Engineer** with a minimum of five (5) years experience in fatigue retrofits on highway bridges and is preferred to be an employee of the prime CONSULTANT. The CONSULTANT should provide proof that he or she is licensed as a **Professional Engineer**. The Quality Control Manager should be primarily located on the project site.

All Professional Engineers are required to be licensed in the State of Mississippi. Mississippi registration is not required to propose on the Project. However, failure to comply with this requirement within thirty (30) days of selection notification may result in failure to execute a contract with the selected CONSULTANT. MDOT may then reject the selected CONSULTANT for the duration of this process and negotiate a contract with the next most qualified CONSULTANT on the list until the contract has been executed. ...”

This Addendum is effective this date and shall be used in the selection of any firms interested in submitting proposals for this Project.